

## **REMARKS**

### **INTRODUCTION**

In accordance with the foregoing, claims 1, 8, 16-18, 28 and 29 have been amended. Claims 1-31 are pending and under consideration.

### **CLAIM REJECTIONS**

Claims 1-5, 7 and 28-31 were rejected under 35 USC 102(e) as being anticipated by newly-cited Ghabra et al. (US 6,838,985) (hereinafter "Ghabra").

Claims 6 and 16-31 were rejected under 35 USC 103(a) as being unpatentable over newly-cited Ghabra.

Claims 8-13 and 15 were rejected under 35 USC 102(b) as being anticipated by Yasushi (JP 10-019710) (hereinafter "Yasushi").

Claim 14 was rejected under 35 USC 102(b) as being unpatentable over Yasushi.

#### **Claims 1-7**

Amended claim 1 recites: "...the electric power receiver supplies directly the sensors and the sensor signal transmitter with the electric operating power." Support for this amendment may be found in at least the third paragraph of page 4 of the specification and in Figure 1 of the present application.

In contrast to claim 1, Ghabra only discloses that each tire monitor 16 includes a battery 24 for providing power to an associated transmitter 20 and, accordingly, Ghabra is silent about the advantages of the present invention as recited in claim 1 where batteries can be dispensed with.

More particularly, the Office Action relies on Ghabra to show these features of claim 1 and specifically relies on 2:43-2:61 and the abstract of Ghabra to show the electric power receiver recited in claim 1.

These sections of Ghabra disclose a system provided for remote monitoring of tire pressure in a vehicle having a plurality of tires. The system comprises a plurality of tire monitors, each monitor for mounting in one of the plurality of tires, each monitor comprising a sensor for sensing tire pressure, a transmitter for transmitting a signal representative of the sensed tire pressure, a battery for providing power to the transmitter, and a receiver for receiving an initiation signal. The system further comprises a plurality of initiators, each initiator for mounting

on-board the vehicle for association with one of the plurality of tire monitors, each initiator for use in generating a low frequency initiation signal for receipt by an associated receiver, the initiation signal causing the associated transmitter to transmit a tire pressure signal. The system still further comprises a receiver for mounting on-board the vehicle for receiving the tire pressure signals transmitted by the transmitters, and a controller for mounting on-board the vehicle. The controller is provided in communication with the plurality of initiators and the receiver, and is for activating each of the plurality of initiators in order to generate the low frequency initiation signal and for processing the tire pressure signals received by the receiver to convey tire pressure information to a user. The controller is further for activating each initiator to in order to generate a low frequency electromagnetic field for use in recharging the battery in the associated tire pressure monitor. Ghabra, 2:35-2:61.

As is clearly disclosed in the sections of Ghabra cited by the Examiner, a low frequency electromagnetic field is generated **for use in recharging the battery in the associated tire pressure monitor.**

Accordingly, the initiator 34 of Ghabra is used to generate a transmitter initiation signal for causing the transmitter to transmit a tire pressure signal as well as to generate a low frequency electromagnetic field for use in recharging **a battery 24.**

By contrast, claim 1 recites that the electric power receivers **directly** provide electric operating power to the sensors and the sensor signal transmitter.

In further detail, referring to Figure 1 of Ghabra, each tire monitor 16 includes a battery 24 in communication with and for providing power to an associated transmitter 20. In response to the receipt by receiver 26 of a low battery power status signal, controller 28 may activate the associated initiator 34 to generate a low frequency electromagnetic field for use in recharging the battery 24. Accordingly, Ghabra notes that this eliminates or substantially reduces the need to replace batteries 24 in tire pressure monitors 16. See Ghabra, 7:58-8:8 and Figure 1.

Accordingly, each tire monitor 16 includes **a battery 24 for providing power to an associated transmitter 20.**

The technical feature of claim 1 where the electric power receiver supplies directly the sensors and the sensor signal transmitter with the electric operating power provides that batteries (and therefore battery replacement) are eliminated. Further environmental contamination resulting from disposal of the battery is eliminated. Still further, problems

associated with unbalanced wheel rotation that may occur as a result of increase of the sensor weight caused by a battery are eliminated.

Claims 2-7 depend on claim 1 and are therefore believed to be allowable for at least the foregoing reasons.

Withdrawal of the foregoing rejections is requested.

#### **Claims 8-15**

Amended claim 8 recites: "...at least one of the wireless sensor units is provided with a plurality of sensors and a signal coordinator to process respective outputs from the sensors so that the sensor signals are discriminately received by the sensor signal receiver..." Support for this amendment may be found in at least page 30, line 4 of the specification of the present application.

The Office Action relies on Yasushi to show the features of claim 8. However, Yasushi is silent about the signal coordinator recited in claim 8 which processes respective outputs from a plurality of sensors provided in a wireless sensor unit, and, accordingly, has the advantage where only one sensor signal receiver provided in the wireless sensor system is enough to receive sensor signals from the wireless sensor unit, which is an advantage not realized from Yasushi.

Claims 9-15 depend on claim 8 and are therefore believed to be allowable for at least the foregoing reasons.

Withdrawal of the foregoing rejections is requested.

#### **Claims 16-31**

Amended independent claims 16-18, 28 and 29 recite that the electric power receiver supplies directly the sensors and the sensor signal transmitter with the electric operating power. Support for these amendments may be found in at least the third paragraph of page 4 of the specification and in Figure 1 of the present application.

The Office Action relies on Ghabra to show this feature of claims 16-18, 28 and 29. As discussed above with respect to claim 1, in Ghabra each tire monitor 16 includes a battery 24 for providing power to an associated transmitter 20. By contrast, claims 16-18, 28 and 29 clearly recite that an electric power receiver receives **directly** provides an electric operating power to drive the sensor and the sensor signal transmitter.

Claims 19-27, 30 and 31 depend on one of claims 16-18, 28 and 29, respectively, and are therefore believed to be allowable for at least the foregoing reasons.

Withdrawal of the foregoing rejections is requested.

## CONCLUSION

Finally, if there are any formal matters remaining after this response, the Examiner is requested to telephone the undersigned to attend to these matters.

If there are any additional fees associated with filing of this Amendment, please charge the same to our Deposit Account No. 19-3935.

Respectfully submitted,

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